



Urban Design Study LAKEVIEW VILLAGE

February 25, 2019





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INTRODUCTION AND APPLICABILITY

1.1

INTRODUCTION AND APPLICABILITY

Introduction

This Urban Design Study addresses the Terms of Reference issued by the City of Mississauga on August 15, 2018 and provides additional information that supplements the draft Lakeview Village Development Master Plan (DMP) submitted by Lakeview Community Partners Limited (LCPL) dated October 2018. The report and graphics contained in this Study have been prepared by Looney Ricks Kiss, Inc. (LRK), with input from NAK Design Strategies and Glen Schnarr & Associates Inc.

The Inspiration Lakeview Master Plan, adopted in 2014, established a concept and first step toward implementing a key action from the City’s Strategic Plan: to create a “model sustainable creative community on the waterfront”. This area concept vision was replaced by the approval of Official Plan Amendment 89, adopted in 2018, which identified Lakeview Village as a Major Node within the City’s urban structure and established in policy a network of streets, blocks and open spaces and a framework for delivering this unique legacy community. The Lakeview Village DMP embraces the goals of MOP’s Section 13.3 policies for a fine grain street network and recognizes the policy framework is flexible and that the implementation process needs to consider issues that can inform community design beyond the policies that can be captured in an Official Plan amendment.

The Lakeview Village community first and foremost will create a place where people can access Lake Ontario, reconnecting the community to a waterfront from which it has been cut off for over 150 years. Building on this core principal of creating a strong public relationship to a continuous waterfront, Lakeview Village will also feature other significant public realm elements including a range of other parks and open spaces, a fine grain street network, enhanced access to transit and a cultural and employment/innovation hub as well as a variety of new neighbourhoods.



Applicability of the Terms of Reference to Urban Design Study

In accordance with the Terms of Reference, this Study seeks to provide supplemental urban design materials necessary for this stage of the Lakeview Village DMP. The Study will also be used to support the development applications before the city and to inform the implementing zoning by-law details. Several Terms of Reference for the Urban Design Study are adequately addressed in other components of the DMP or involve additional more detailed information that will be refined during the site development plan approval process with the City.

The table to the right provides the Terms of Reference for this Study (left column) with annotations regarding the applicability of specific Terms of Reference to be addressed within the scope of this Study, which items are addressed elsewhere within the DMP or in other supplemental reports provided in support of the DMP, and which items are most appropriately addressed at subsequent stages in the process (right column). The refined scope related to the applicability of the specific Terms of Reference as identified in the table are addressed in the Transportation, Open Space and Block Plan sections of this Study.

TERMS OF REFERENCE FOR URBAN DESIGN STUDY	ANNOTATIONS REGARDING APPLICABILITY AND SCOPE OF STUDY
<p>Transportation</p> <p>Road Network (public and private)</p> <p>Road cross sections (including streetscape elements, utility locations and LID features)</p> <p>Bicycle and Pedestrian Network (types of bike lane shall be identified)</p> <p>Parking (on-street and off-street)</p> <p>Street Frontage Plan (identify ‘A’ and ‘B’ street frontages, refer to the definitions in the Downtown Core Built Form Standard)</p> <p>Off-street Parking Access, Garbage Collection, Loading and Servicing Area (waste collection can be on a separate plan if needed)</p>	<p>The majority of the Terms of Reference related to Transportation are addressed in the Lakeview Village Transportation Considerations Report. Many details requested here can be clarified once the development application process is advanced enough including approval of area-wide studies acceptance of mixed-use blocks through proposed zoning, the Height Study as well as any microclimatic analysis. Street frontage, parking and servicing details are subject to change based on responding to broader comments as well as through further internal review by LCPL.</p> <p>To be provided in this Study: Conceptual service access locations respecting street types shall be addressed, but which may be changed at later stages when the design is more advanced.</p>
<p>Open Space</p> <p>Public Parks (including key dimension and site area)</p> <p>Public Accessible Private Open Spaces (including potential patio locations)</p> <p>Communal Outdoor Amenity Areas (residents only)</p>	<p>Public park dimensions and open space areas can be provided in any updated DMP and updated land use plan and master plan used for submission. Parks and open space plan will be submitted with the development application Private open spaces are too detailed to address at this stage, particularly at a site-level since specific buildings have not been designed. Would be better suited to address later in the process.</p> <p>To be provided in this Study: Public park and open space locations, areas and dimensions shall be provided. Conceptual locations for most publicly accessible private open spaces including more detailed area and dimensions for key spaces such as Lakeview Square. Communal outdoor amenity areas can be identified when the design is more advanced at rezoning stage.</p>
<p>Block Plan:</p> <ul style="list-style-type: none">Key dimensions and areaFrontages (required/encouraged retail frontages, residential, institutional, and servicing frontages)Building Setbacks and Landscape Buffers	<p>Some of these details can be added to or revised on existing plans submitted in the DMP. Providing much of these details on a block-by-block basis is too difficult at this stage and is subject to change since specific blocks have not been designed.</p> <p>To be provided in this Study: A street block plan (not building block plan) identifying type of street frontage and proper setbacks for the proposed type of use shall be provided. Landscape buffers can be identified when the design is more advanced at rezoning stage.</p>

TERMS OF REFERENCE FOR URBAN DESIGN STUDY	ANNOTATIONS REGARDING APPLICABILITY AND SCOPE OF STUDY
Built Form <ul style="list-style-type: none">• Height (maximum and minimum height in terms of storeys)• Tower separation distance (portion beyond the 6th floor)• Transition and step back	<p>The above items largely refer to building height and are adequately addressed within the Height Study.</p> <p><i>To be provided in this Study: Not Applicable</i></p>
Precinct Plan <ul style="list-style-type: none">• Yields (breakdown of GFA and unit count by use and type)• Key characteristics of the precinct	<p>A breakdown of unit count and type and GFA on a precinct-by-precinct basis will be included in the formal development applications (including supplementary Sketch/Concept Plan details) and as part of any updated DMP. Precinct details are noted in the both the DMP and Height Study.</p> <p><i>To be provided in this Study: Not Applicable</i></p>
Sustainability <ul style="list-style-type: none">• Summary of the findings of shadow study, noise feasibility study and wind and pedestrian comfort study and proposed key mitigation measures (detailed study and mitigation measurements may be required if conditions are found to be uncomfortable or unsafe in terms of wind condition)• Green initiatives (including but not limited to LID features, energy conservation and greenhouse gas emission management strategies)	<p>The sustainability items in the Terms of Reference are not necessary for the purpose of the Urban Design Study as such are addressed within the Sustainability Strategy, Wind, Shadow and noise/land use compatibility studies. These studies will form part of supporting the development application submission and the specifics of this application as it relates to height, building locations, etc.</p> <p><i>To be provided in this Study: Not Applicable</i></p>
Phasing <ul style="list-style-type: none">• Sequence of built-out• Timing of road and park land dedications	<p>Sequencing of build out is addressed in the conceptual phasing plan in the DMP and will be further addressed in the FSR. Timing of road and park land dedications are important details to confirm, but are not necessary for the purpose of the Urban Design Study.</p> <p><i>To be provided in this Study: Not Applicable</i></p>



TRANSPORTATION

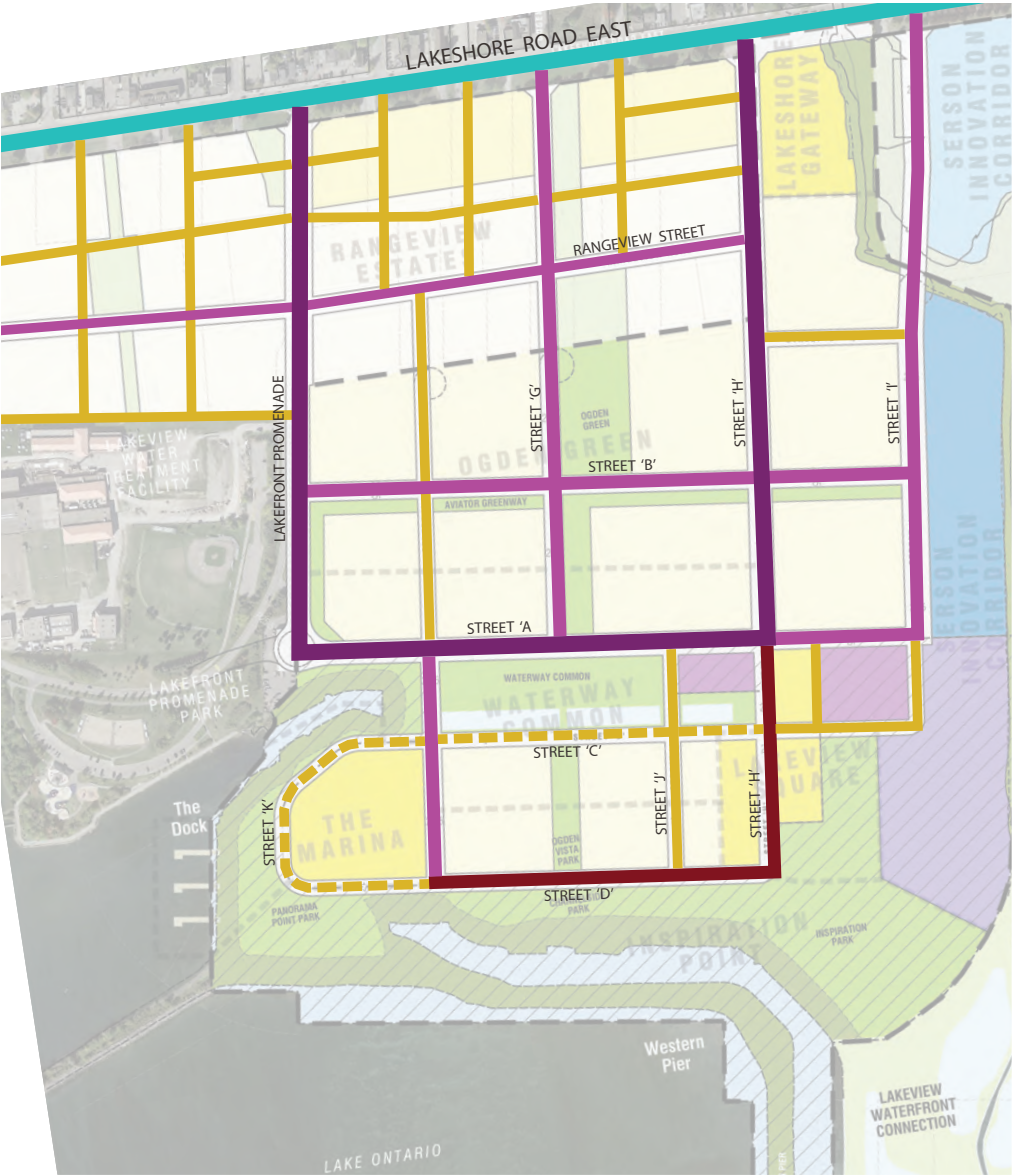
1.2

STREET FRONTAGE PLAN

Lakeview Village will be structured by a well-ordered street hierarchy that will appropriately integrate transit connections, support logical walking and cycling linkages and achieve efficient block development for various building types and densities. A well-defined and logically connected network of street classifications (arterials, collectors, minor collectors, local or character streets) is designed as a fine-grained street pattern in the street hierarchy (illustrated in Figure 1.2A). Layered onto the street network is a framework of frontage typologies which further differentiate the various streets in Lakeview Village according to their function, character and design.

This Study provides an urban design categorization of all street frontages as ‘A’ Street Frontages, ‘B’ Street Frontages and ‘C’ Street Frontages along with the condition of Streets Crossing Open Space. The proposed Street Frontages for Lakeview Village (illustrated in Figure 1.2B) are defined as follows:

- ‘A’ Street Frontages will require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment.
- ‘B’ Street Frontages are designed to ensure a quality pedestrian environment and high standard of built form, but provide secondary locations for necessary access, delivery, service, loading and parking facilities serving development blocks.
- ‘C’ Street Frontages include a range of lower-order thoroughfares consisting of private streets, lanes and alleys that are not designated as arterials, collectors, minor collectors, local or character streets in the street hierarchy. These thoroughfares will be designed to ensure a quality pedestrian environment and high standard of built form, and provide tertiary locations for necessary access, delivery, service, loading and parking facilities serving development blocks.
- Streets Crossing Open Space is an exceptional condition that includes two street legs crossing Waterway Common which do not provide frontage for a development block.



Street Heirarchy

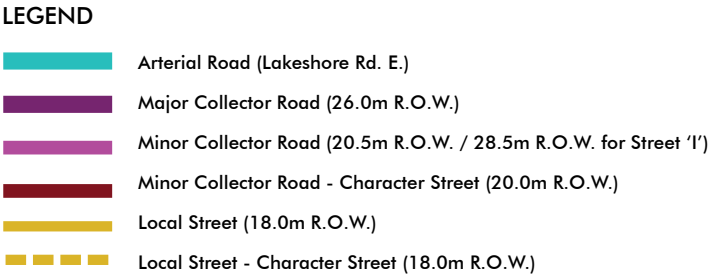


Figure 1.2.A Lakeview Village has a street hierarchy with a well-defined and logically connected network of streets designated as arterials, collectors, minor collectors, local or character streets which are designed as a fine-grained street pattern.



Street Frontages

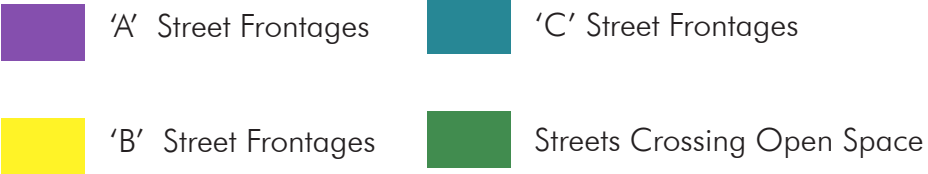
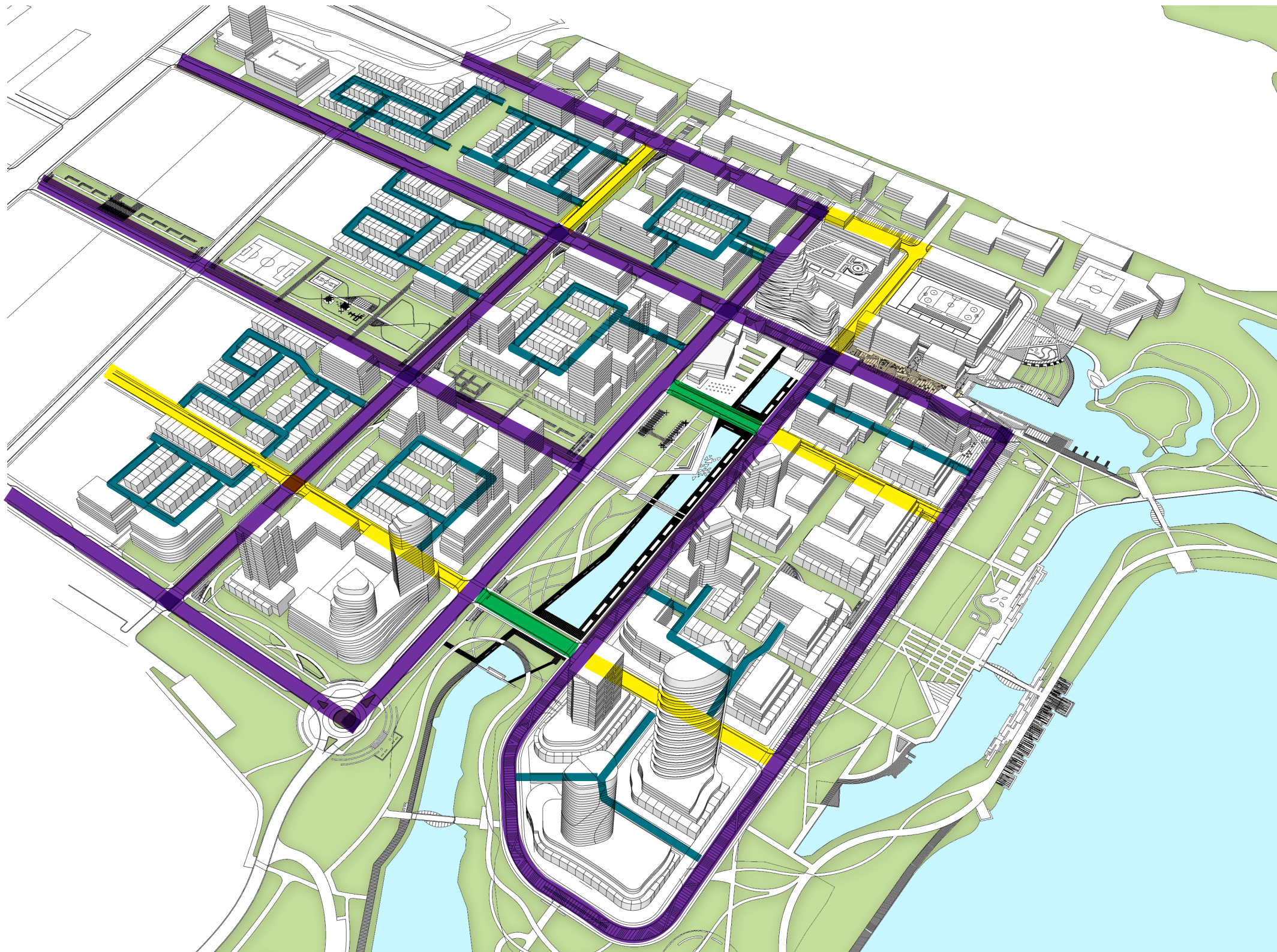


Figure 1.2.B Layered onto the street network is a framework of frontage typologies which further differentiate the various streets in Lakeview Village according to their function, character and design. Note, the location and designation of street frontages is subject to modification.

GENERAL STANDARDS FOR BUILDINGS ON 'A' & 'B' STREET FRONTAGES



At Lakeview Village, buildings are the most pronounced element of the urban fabric, create a sense of place, form edges and street walls to establish definition and enclosure. Collectively, they create the pedestrian environment, frame the public realm and establish the urban setting. Common standards for 'A' and 'B' Street Frontages set up the urban framework for all development blocks in Lakeview Village. The following standards will apply:

1. Establish build-to-line requirements (within build-to areas) for each block face to inform the orientation and placement of buildings and street walls;
2. Coordinate build-to lines with adjacent blocks in order to create consistent edges and street walls along frontages;
3. Locate buildings parallel to the street, with street walls placed at the build to line, to contain the street and provide enclosure;
4. Ensure a variation in setbacks along individual building frontages to articulate facade emphasis at the build-to-line, in order to allow for visual interest, accommodate outdoor patios, recessed entries, porches and terraces, and landscaped areas;
5. For buildings containing active uses at grade, such as commercial and retail, should animate the public realm and pedestrian environment by incorporating transparent windows and main entrances oriented to the sidewalk, rather than flush with the public sidewalk;
6. Ensure site and buildings designs relate to and interface with existing, proposed and future transit stops and facilities;
7. Locate main building entrances so that they are clearly identifiable and prominent with direct access to the public sidewalk, pedestrian connections and transit facilities;
8. Where appropriate, provide corner entrances to buildings located at prominent intersections and/or gateways;
9. Balconies may not protrude into the public realm, but may extend as far as the build-to line;

Figure 1.2.C Buildings along the street frontages of block faces will shape and articulate the streets and open spaces by forming edges and streetwalls to establish definition and enclosure.

BUILDINGS ON 'A' STREET FRONTAGES

'A' Streets have a critical role and function in Lakeview Village. They are the most important for securing animation and character, a comfortable pedestrian environment with access to sunlight and sky views, street activity and vibrancy. Development fronting onto 'A' Streets will require the greatest attention to urban design, ensuring a cohesive built form and streetscape treatment to achieve the highest standard in the execution of the public realm.

Standards for 'A' Street Frontages:

1. Provide continuous buildings along development blocks fronting onto 'A' Streets to provide continuity of built form from one building to the next along a block face;
2. The majority of the frontage of each block face is required to be occupied by the street wall within the setback;
3. In general, development will avoid from locating curb cuts, driveways and lane ways on 'A' Streets unless identified as an exception;
4. Functioning main entrances to buildings will be provided on 'A' Streets Frontages;
5. For buildings containing active uses at grade, such as commercial and retail should be designed to reinforce a lively and transparent street or public space frontage with storefronts containing extensive glazing, tall floor-to-ceiling heights, and interior restaurant space that extends to outdoor dining patios;
6. Where residential uses are located at the ground level along a street frontage, special urban design provisions will apply (see Residential Buildings with Ground Floor Frontage).

Buildings Facing Parks and Open Space

Buildings which front onto or have proximity to parks and open space will require special attention to their frontage treatments and architectural design in order to achieve the kind of character, sense of place and pedestrian experience warranted for these important elements of the public realm.

The following standards will apply:

1. If the build-to line of a block face fronts onto the edge, or street adjoining a public park or open space, then 'A' Street Frontage requirements will apply;
2. Buildings which surround, have proximity, or front onto parks and open space will have a high level of architectural expression, articulation and use of quality materials;
3. Building frontages along parks and open spaces will have ground floor designs that promote visual interest and a strong relationship and orientation with the public realm;
4. At-grade level residential uses fronting onto parks and open space may have individual unit entrances in order to animate the public realm and provide passive surveillance.

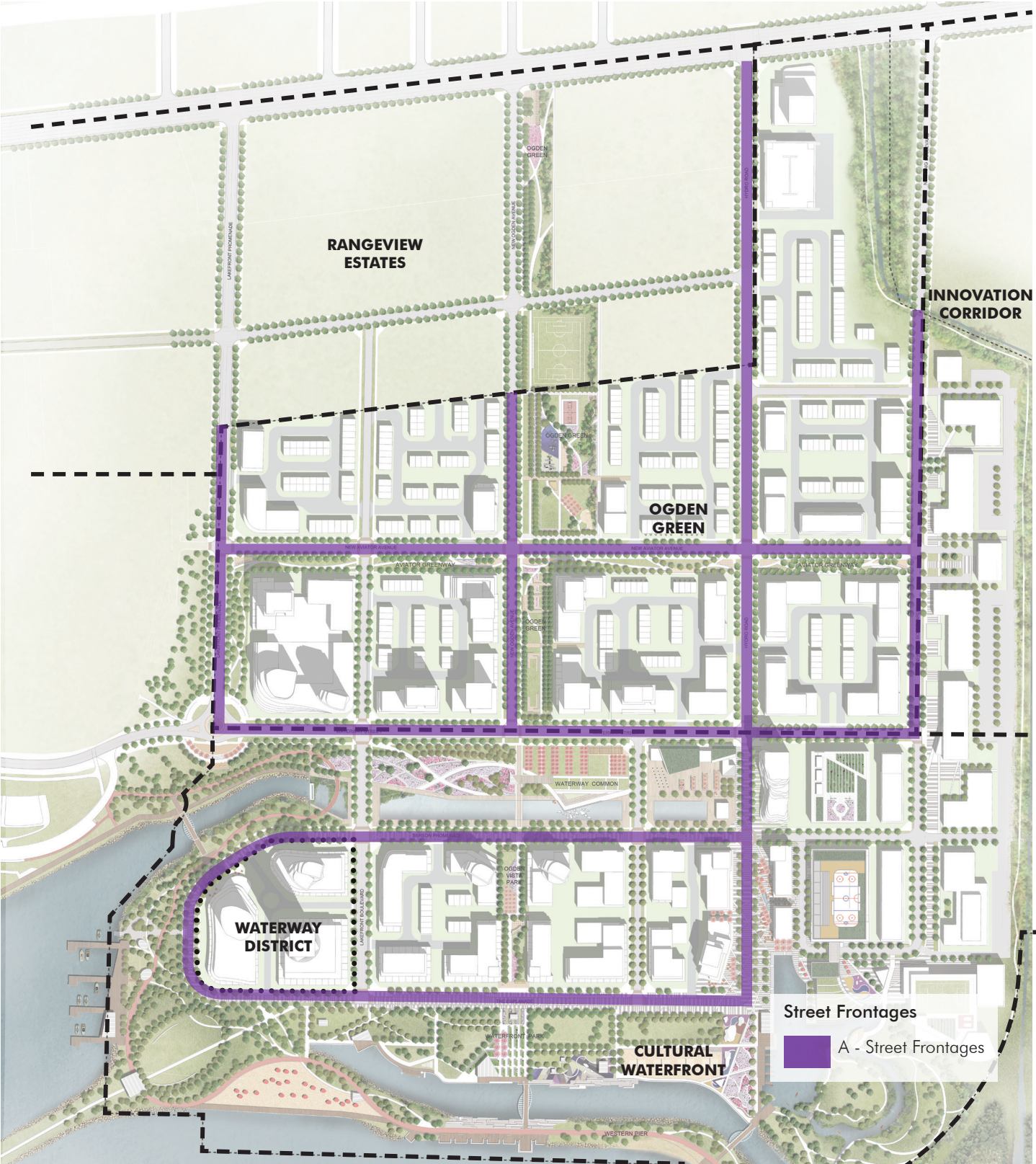


Figure 1.2.D 'A' Street Frontages will require the highest attention to urban design, having a cohesive built form to achieve character and a vibrant pedestrian environment.

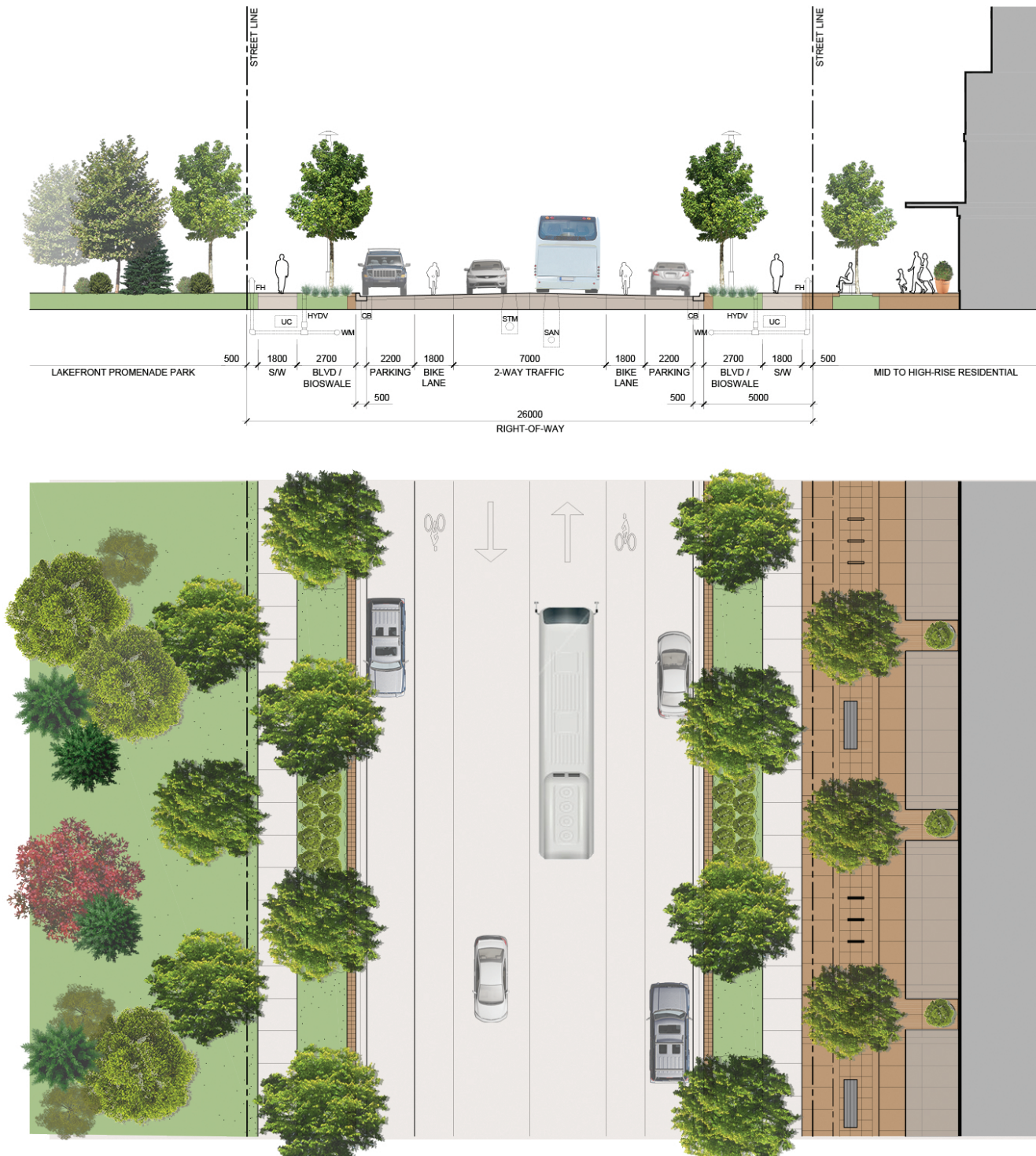


Figure 1.2.E At grade level residential-use facing a park on 'A' street frontage (Aviator Avenue).

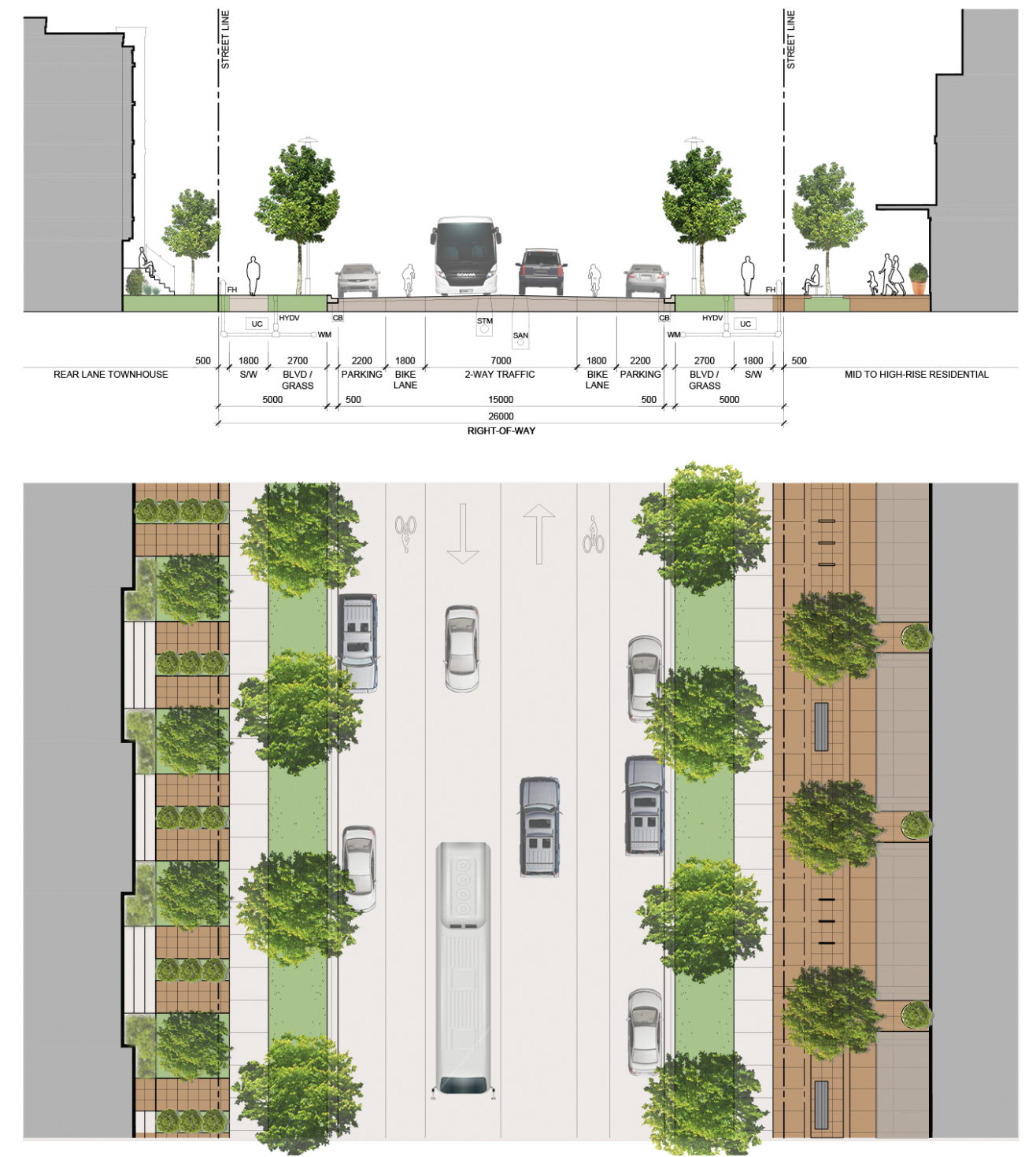


Figure 1.2.F Buildings fronting onto 'A' Streets provide continuity of built form from one building to the next along a block face.

BUILDINGS ON 'B' STREET FRONTAGES

'B' Streets generally connect 'A' Streets to each other. In contrast to 'A' Streets, they provide development blocks with access for deliveries, garbage pick-up, service and loading, including vehicular access to structured and off-street parking within development sites. It should be noted that 'B' Streets are also intended to support a pedestrian environment, integrating a high standard of urban design to support street activity.

Standards for 'B' Street Frontages:

1. 'B' Streets will have buildings and development along a block face that accommodates provision for vehicular access to off street parking, access for deliveries, garbage pick-up, servicing and loading;
2. The majority of the frontage of each block face is required to be occupied by the street wall within the setback;
3. Functioning main entrances to buildings may be provided on 'B' Streets Frontages;
4. For buildings containing active uses at grade, such as commercial and retail should be designed to reinforce a lively and transparent street or public space frontage with storefronts containing extensive glazing, tall floor-to-ceiling heights, and interior restaurant space that extends to outdoor dining patios;
5. Where a development block has both 'A' Street and 'B' Street Frontages, the most prominent building entrance will be located on the 'A' Street Frontage (see Residential Buildings with Ground Floor Frontage);
6. Where residential uses are located at the ground level along a street frontage, special urban design provisions will apply (see Residential Buildings with Ground Floor Frontage).

Design for Access, Service, Loading and Parking for 'B' Street and 'C' Streets

Access for loading, garbage, parking and servicing to buildings will generally be located on 'B' or 'C' Streets unless a specific 'A' Street block face is identified as an exception. Development of each block will involve a detailed coordination plan for the location of service areas for delivery, loading and garbage pick-up, and access to off-street parking.

The following standards will apply:

1. Service, loading and parking should be coordinated on each block by providing consolidated locations that can serve multiple buildings simultaneously from one area and reduce vehicular interruptions along the street in order to improve the aesthetic appeal of the streetscape;
2. Loading, servicing, other vehicular related functions and utilities will not detract from the use, safety or attractiveness of the pedestrian and public realm by:
 - incorporating special architectural treatment,
 - using soft and hard landscape treatments to screen loading and servicing areas,
 - providing safe levels of illumination and lighting.

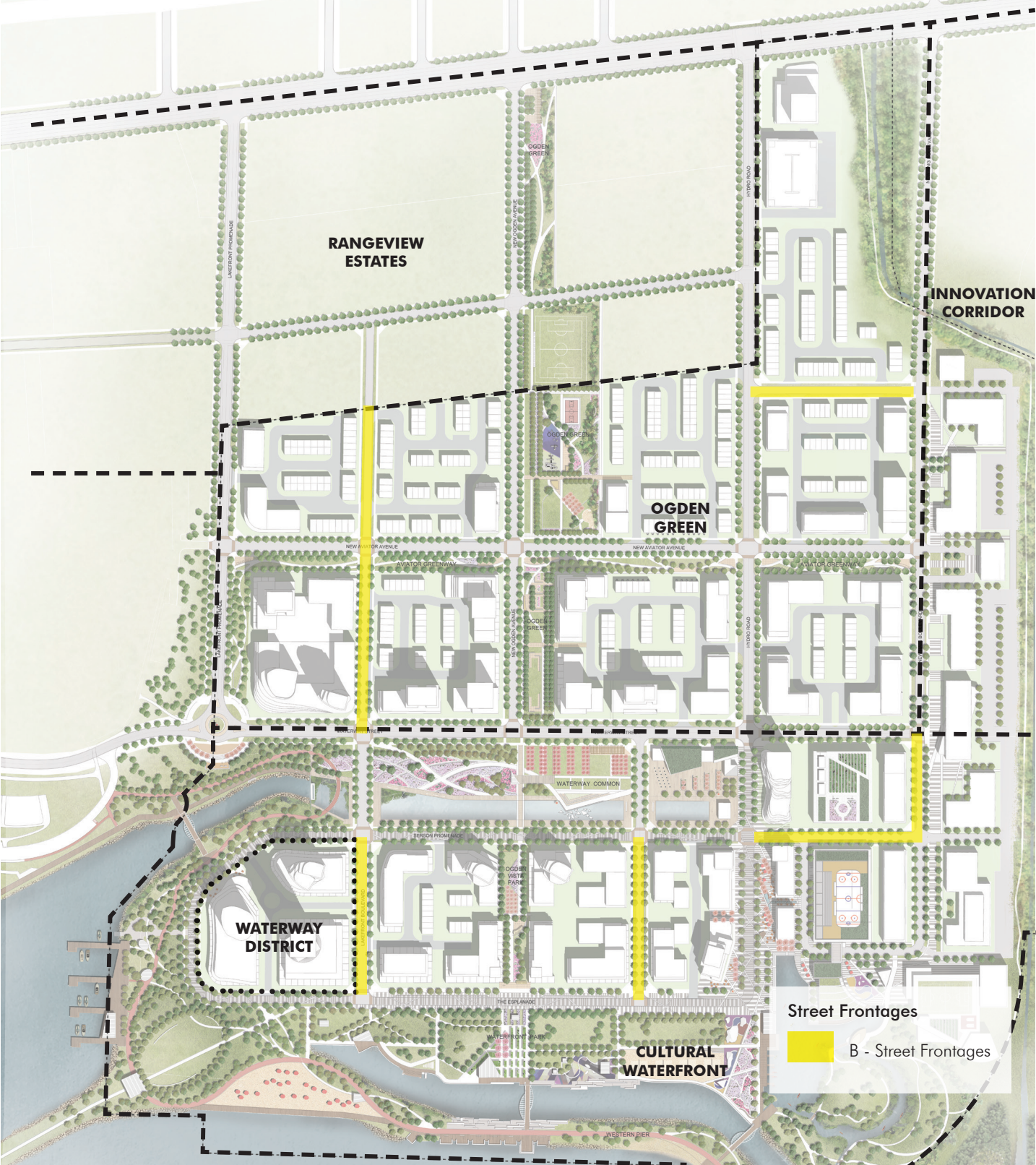


Figure 1.2.G 'B' Street Frontages are designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks.

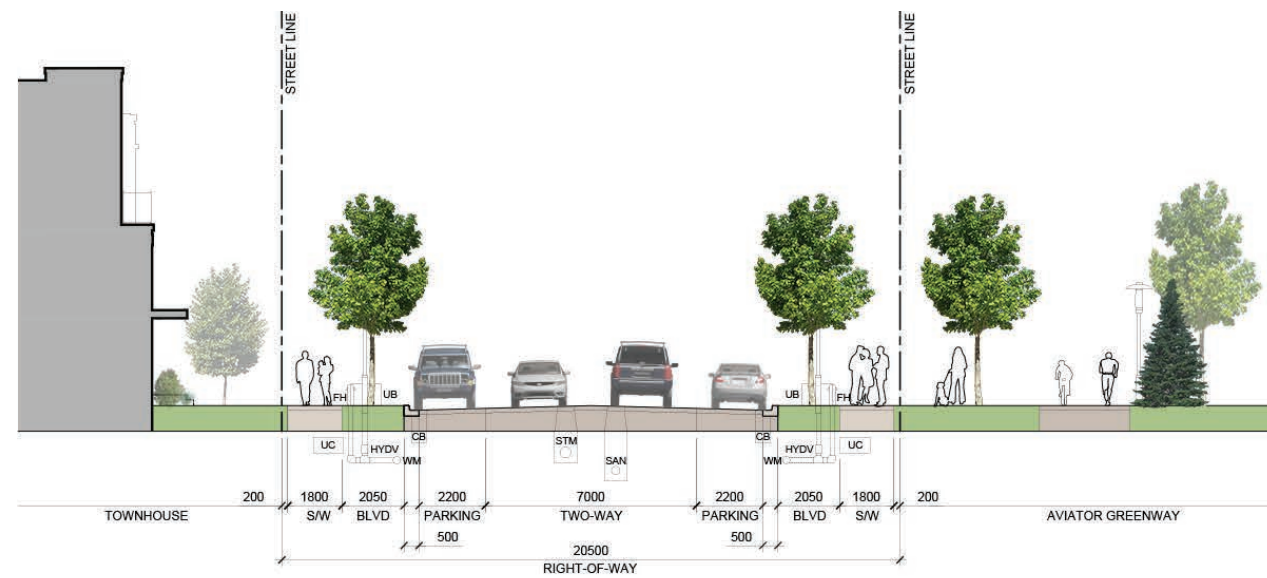


Figure 1.2.H 'B' Streets intended to support a pedestrian environment, integrating a high standard of urban design to support street activity.

BUILDINGS ON 'C' STREET FRONTAGES

'C' Streets include a range of lower-order thoroughfares consisting of private streets, lanes and alleys are well connected to 'A' or 'B' Streets, provide access within larger development blocks, and act as capillary-like extensions of the fine-grain street pattern in Lakeview Village. Similar to the higher-order 'A' Streets and 'B' Streets, the lower-order 'C' Streets support a pedestrian-scale environment and can also provide secondary side/rear street access for deliveries, garbage pick-up, service and loading, including vehicular access to structured and off-street parking within development sites.

Standards for 'C' Street Frontages:

1. 'C' Streets will have buildings and development along a block face that accommodates provision for vehicular access to off street parking, access for deliveries, garbage pick-up, servicing and loading;
2. Establish setback zones (within build-to areas) for each block face to inform the orientation and placement of buildings and street walls;
3. Coordinate building lines with adjacent blocks in order to create consistent edges and street walls along frontages;
4. Locate buildings parallel to the street, with street walls placed at the building line, to contain the street and provide enclosure;
5. Ensure a variation in setbacks along individual building frontages to articulate facade emphasis at the build-to-line, in order to allow for visual interest, accommodate outdoor patios, recessed entries, porches and terraces, and landscaped areas;
6. Frontages may also include individual or common yard areas, individual or common amenity areas, individual or common driveways leading to individual or common garages, and surface parking in driveways (see Residential Buildings with Ground Floor Frontage);
7. Where residential uses are located at the ground level along a street frontage, special urban design provisions will apply (see Residential Buildings with Ground Floor Frontage).



Figure 1.2.1 'C' Street Frontages include a range of lower-order thoroughfares consisting of private streets, lanes and alleys that are designed to ensure a quality pedestrian environment and high standard of built form, but provide defined locations for necessary access, delivery, service, loading and parking facilities serving development blocks.

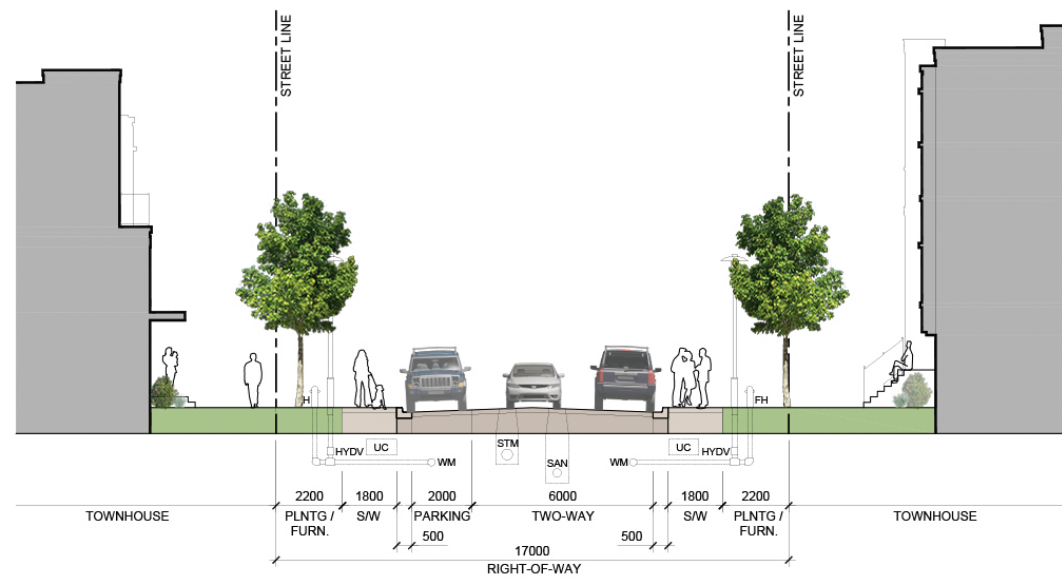


Figure 1.2.J 'C' Streets support a pedestrian-scale environment and can also provide secondary side or rear street access.

RESIDENTIAL BUILDINGS WITH GROUND FLOOR FRONTAGE

Lakeview Village contains a variety of residential building typologies including ground-related townhouses, low-rise and mid-rise apartment buildings containing at grade or raised ground floor residences with direct exterior access (with or without common interior corridor access). Taller buildings can integrate townhouses, low-rise or mid-rise building types containing at grade or raised ground floor residences (with direct exterior access) to define edges, open space, streets and mews.

The following urban design standards apply to townhouses, low-rise or mid-rise buildings containing at grade or raised ground floor residences, including those portions of taller buildings with such conditions:

1. Create a high-quality interface and transition between the public sidewalk and front door to ensure adequate separation, and deliniation of private and public realm;
2. Establish a minimum setback for each block face including provisions related to front steps, porches, terraces and balconies;
3. Individual unit entrances should be provided access directly from the sidewalk;
4. Animate the frontage with windows on the ground floor that look out onto the street or open space;
5. Provide high quality landscape treatments within frontages, transition zones and setbacks;
6. Provide architectural and landscape treatments such as a raised planter, and low walls or landscaping to augment the transition zone between sidewalk and unit entrances to clearly define public and private;
7. Incorporate design flexibility and considerations that facilitate potential ground floor residential uses transitioning to commercial uses in the future along identified portions of 'A' Street Frontages.

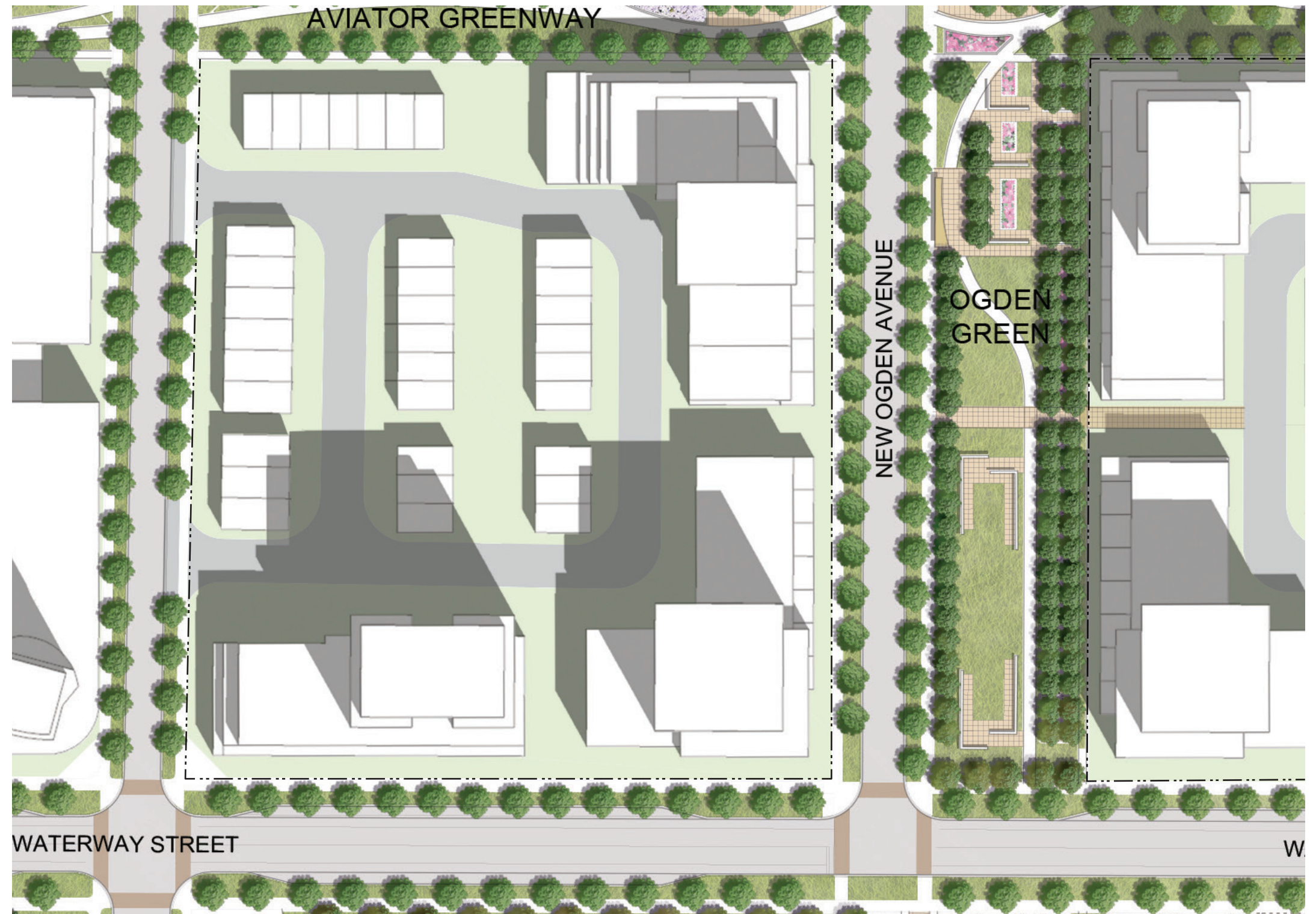


Figure 1.4.C Lakeview Village includes a variety of residential building typologies, including ground-related townhouses, low-rise and mid-rise apartment buildings containing at-grade and raised ground floor residential.

URBAN DESIGN STANDARDS FOR RAISED RESIDENTIAL UNITS

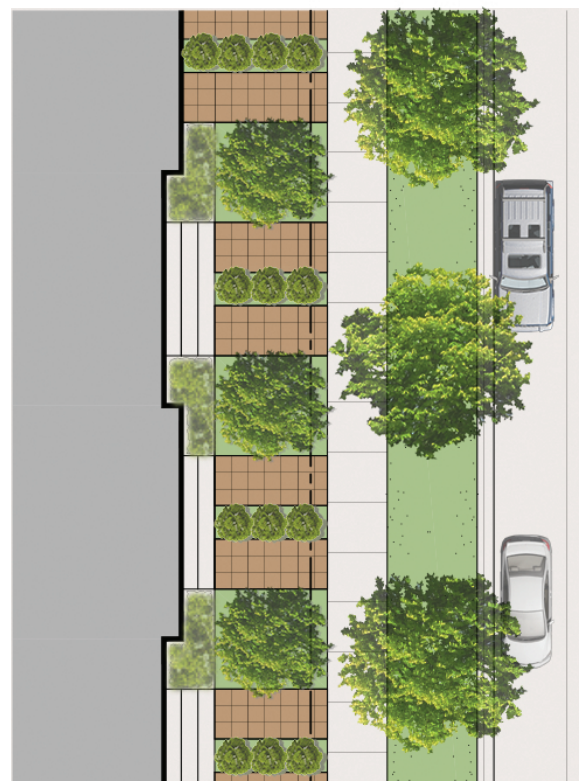
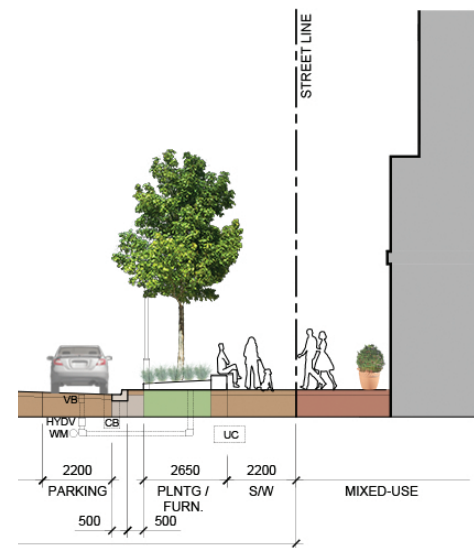
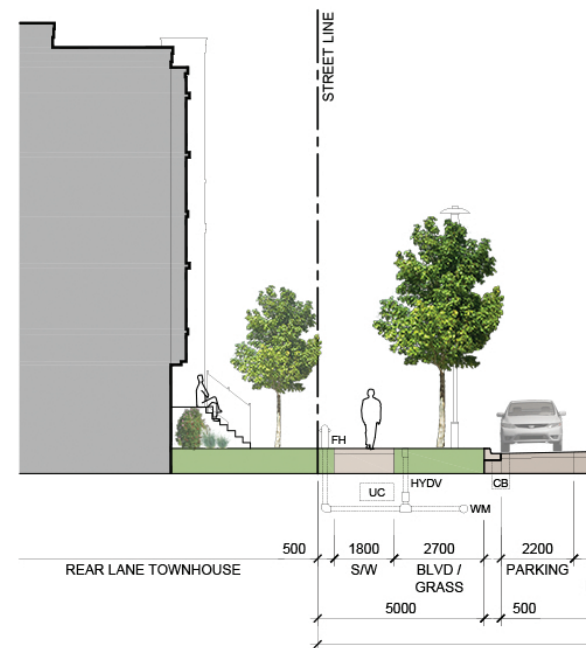


Figure 1.4.D Street frontages can include raised residential units

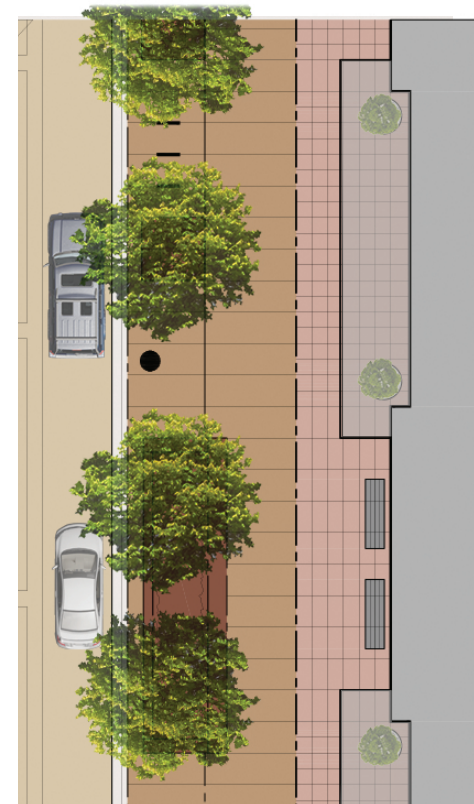


Figure 1.4.E Street frontages can include at grade residential unit



PUBLIC OPEN SPACES

Lakeview Village includes a variety of public parks and open spaces, including active waterfront lands, a recreational pond, a vibrant public square, quiet green spaces, and Waterway Common, a unique, multi-use passive and active park with four season programming and activity. The extensive shoreline at Lakeview Village will consist of multi-use paths, passive and active amenities, public spaces, and gathering places that will enhance access to the waterfront and increase connections to adjacent parks, a conservation area, and the Waterfront Trail. Restoring Serson Creek to a naturalized condition with native vegetation will transform the current degraded environment, enhance and replenish coastal habitats, and encourage public stewardship connecting to the lakefront.

Lakeview Village provides an interconnected system of parks and open spaces totaling 69.11 acres (based on LCPL's January 2019 Park Block Breakdown – refer to chart in Figure 1.3A below). The open space system has been designed to provide a range of passive and active recreation opportunities within walking distance of all districts and neighbourhoods that contributes to the

character and identity of Lakeview Village and reinforces a healthy, active, and vibrant community. Parks proposed for the community shall consist of five types, all of which are defined through function, configuration, setting, and programming opportunities.

Parks and open spaces:

- Waterfront (City Park)
 - Panorama Point Park – 5.41 acres
 - Channelside Park – 5.44 acres
 - Inspiration Park – 10.55 acres
 - Western Pier and water edge hazard areas – 8.5 acres
- Waterway Common – 5.35 acres
- Neighbourhood Park
 - Ogden Green – 2.74 acres
 - Ogden linear from Aviator Greenway to Waterway Common – 1.14 acres
 - Ogden Vista Park – 1.01 acres
- Linear Park
 - Aviator Greenway – 2.57 acres
 - Serson Greenway – 3.85 acres

Name	Park Classification	LCPL's Block #	January 2019 (Acres)	City's Block #	SCH F Est. (Acres)	April 2018 Est. (Acres)
Ogden Green	(Urban Park)	OS-01	2.74	OS-10	1.38	1.40
Aviator Greenway	(Urban Park)	OS-02	1.38	OS-07/08	2.12	2.10
Aviator Greenway	(Urban Park)	OS-03	1.19	OS-09	1.16	1.10
	(Urban Park)	OS-04	1.14	OS-12	2.87	2.40
	(Urban/Waterfront)	OS-05	1.56	OS-14	2.15	2.20
Waterway Common	(Urban/Waterfront)	OS-06	4.65	OS-15/16	2.57	2.50
	(Urban/Waterfront)	OS-07	0.72	OS-17	3.66	3.70
Ogden Vista Park	(Urban Park)	OS-08	1.01	OS-21	1.38	1.40
Panorama Point Park	(Urban/Waterfront)	OS-09	5.41	OS-20/CA-1	2.13	2.13
Channelside Park	(Urban/Waterfront)	OS-10	5.44	CA-2	4.13	3.00
Inspiration Park	(Urban/Waterfront)	OS-11	10.55	OS-22/CA-7 & 8	9.91	9.49
	(Urban/Waterfront)			OS-11	0.91	1.10
Lakeview gateway	(Urban Park)			OS-3	1.14	1.20
Serson Creek NHS	(Greenlands)	NHS-1	0.47			
Serson Creek NHS	(Greenlands)	NHS-2	2.27	CA-4	18.98	12.50
Serson Creek NHS	(Greenlands)	NHS-3	1.11			
Serson Creek NHS	(Greenlands)	RVS-06	3.00			
Waterfront	(Hazard)	NHS-4	1.21			
Waterfront	(Hazard)	NHS-5	8.50	CA-3	12.43	25.30
Waterfront	(Hazard)	NHS-6	0.22			
Cultural Hub (Urban/Park)	(Urban Park)	LV-01	0.86		4.10	4.03
Cultural Hub (Urban/Park)	(Urban Park)	LV-02	1.95	CA-5		
Serson Campus	(Temporary Parkland)	LV-03	8.80	CA-6	10.72	10.95
Ogden Green	(Urban Park)	RVS-01	1.43			
Ogden Green (lin. con.)	(Urban Park)	RVS-02	1.26			
Rangeview Entry Plaza	(Urban Park)	RVS-03	0.57	OS-02	0.59	0.60
Rangeview Square	(Urban Park)	RVS-04	0.99	OS-05	0.99	1.00
Rangeview Square (lin. con.)	(Urban Park)	RVS-05	0.67			
Total			69.11	Total	83.32	88.10



Figure 1.3.A Lakeview Village’s 69.11 acres of parks will form a continuous open space linkage system that will connect all districts and neighbourhoods internally within Lakeview Village and externally with existing park systems to the east and west, including the emerging Jim Tovey Lakeview Conservation Area to the east



Figure 1.3.B Lakeview Square, a publicly accessible private open space, will be seamlessly linked with the Waterway Common to the west and the Lake to the south to provide a continuous open space system that delivers a variety of experiences, activities, programming.

PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE

Privately-owned publicly accessible open spaces (shown in Figure 1.3C) are an essential component of Lakeview Village’s green network, complementing the parks and natural areas to provide continuous amenity spaces throughout the community. Commonly shared between residents of adjacent town homes or mid-rise buildings, these open spaces may include interior courtyards, arrival courts, and parkettes, providing an appropriate and inviting transition between the public and private realm. Landscaping features in these spaces may include a combination of trees, planting, benches, entry features, landscaping elements, and lighting.

These areas also can be mews to act as off street pedestrian connections. They are also likely locations for outdoor common amenity areas.

Legend

Private Open Space

Public Open Space



Figure 1.3.C Lakeview Village’s privately-owned publicly accessible spaces (in light green on the plan) are generally smaller in scale and are not identified as parks by the public; however, they are intended to represent extensions of the public open space network with similar high-quality design.



Figure 1.3.D At Lakeview Square, public markets, art fairs and festivals will occur, all supported by the curated retail, restaurant and services integrated into the ground floor of adjacent mixed-use buildings.



Figure 1.3.E The combination of appropriately scaled buildings with animated storefronts on the east side and a 'woonerf' inspired shared street will frame the space and provide a safe, comfortable and inviting pedestrian focused environment. Decorative paving within the Square will extend across the adjacent street to provide a sense of entry, reinforce the pedestrian priority for the combined space and serve a traffic calming element. Other landscape elements and uses integrated with the Square include unique seating and lighting elements (including moveable chairs and tables), a water feature, interactive information kiosks, stormwater planters, public art, performance stage and seasonal vendors.

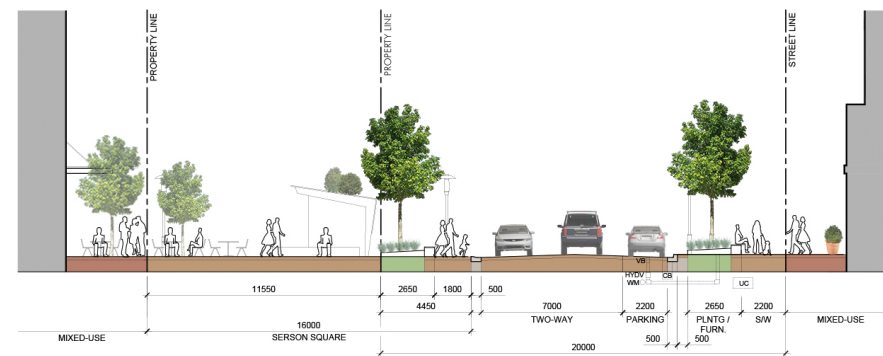


Figure 1.3.F Preliminary section and plan detail of Lakeview Square and the adjacent street

Lakeview Square is the key and most publicly accessible private open space. This 2000 square meter space, with dimensions of 20 by 100 meters will be a vibrant central gathering place and public plaza with four-season programming that will serve as the retail, arts and cultural hub for Lakeview Village. Drawing from the community and beyond, the Square will function as a flexible urban open space that can be programmed to accommodate a variety of events and celebrations. Designed as a shared space, Lakeview Square has the potential to expand programming space on a temporary basis into the street, thus allowing this space to become enlarged by combining it with the closed street space.



BLOCK PLAN

1.4

BLOCK PLAN

The experience of the public realm within and surrounding Lakeview Village played a key role in informing the block plan. Viewsheds, vistas, and sight lines were studied from various locations in Lakeview Village, surrounding areas in the city and from more distant locations. The goal was to creatively use the build-to lines of buildings along block faces to accentuate primary viewsheds to the horizon line of the lake, framing the expanse of the sky from the public realm, and enhancing the breadth and depth of open spaces.

The block plan limits block lengths to reinforce the fine grain street network which is designed to allow people using various modes of travel (i.e. pedestrians, cyclists, transit riders, vehicles) to access Lakeview Village and move through the site safely. A fine grain street pattern with related development blocks will structure the community and provide the framework for distinctive districts and neighbourhoods.

Legend

0m - 4.5m Setback

0m - 3m Setback

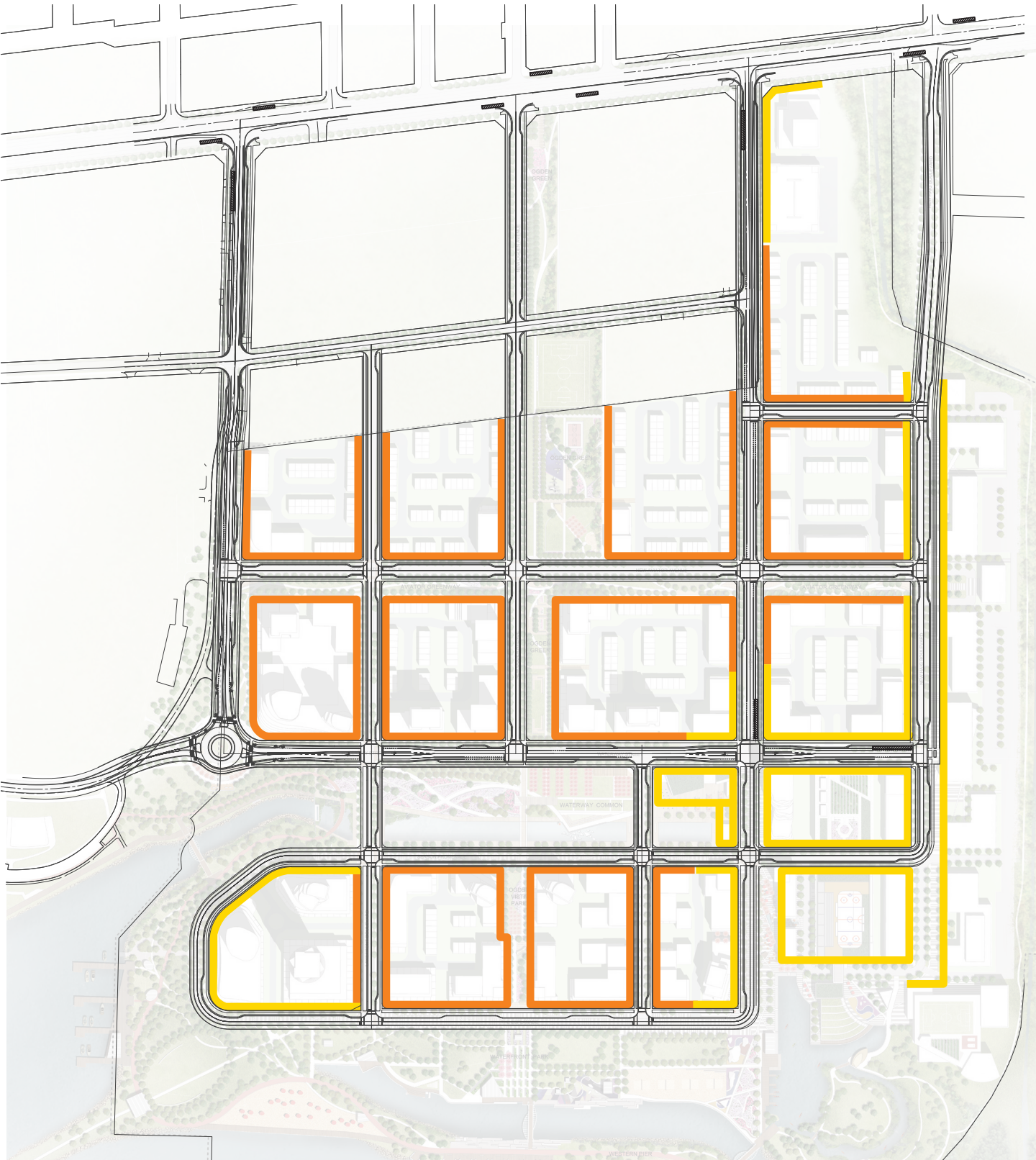


Figure 1.4.A Block plan with designated setbacks.

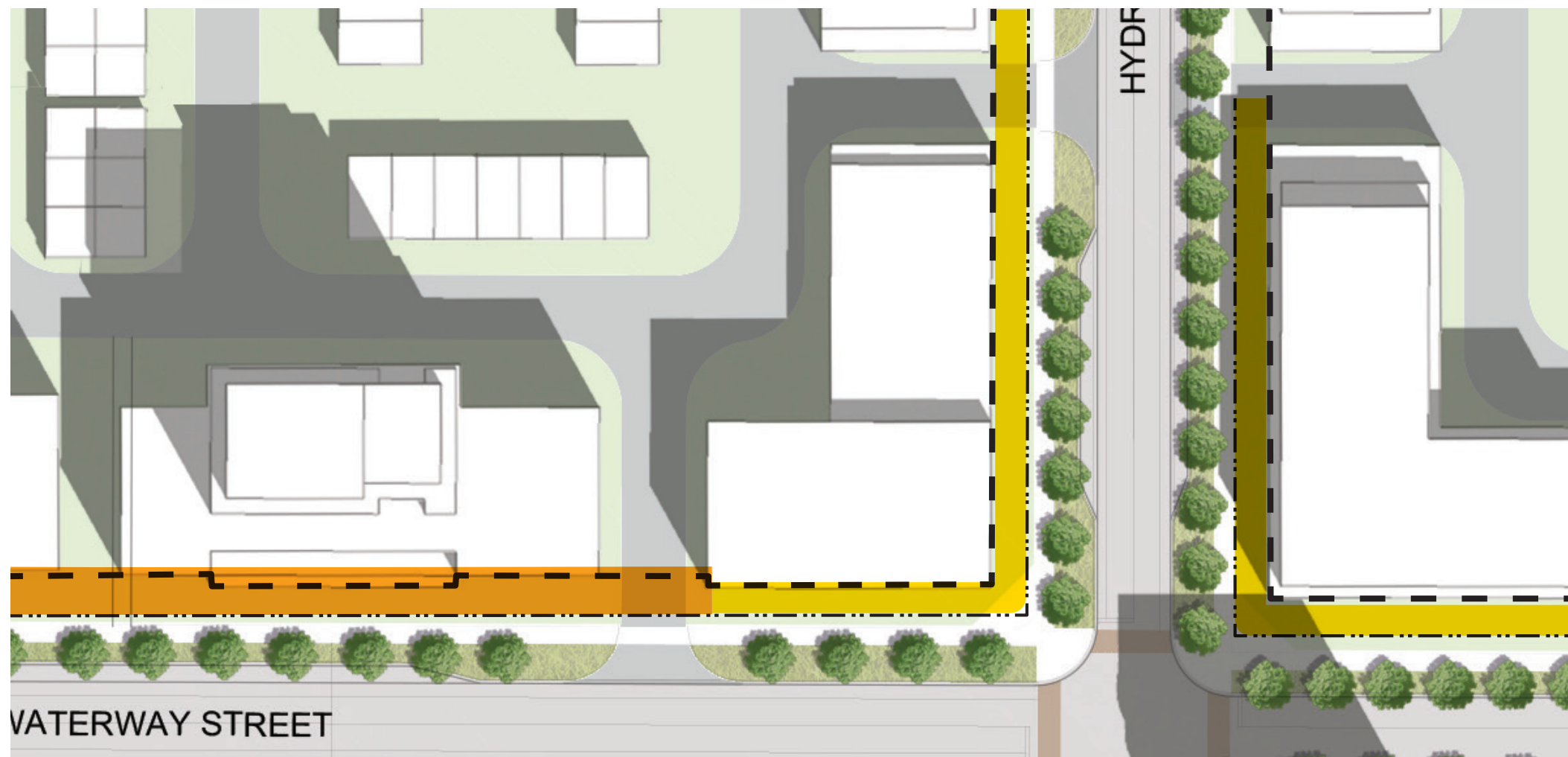


Figure 1.4.B The edges of blocks will incorporate generous sidewalks and front yard greenspaces for residential entrances.

Legend

- Building Line
- . - Street Line
- 0m - 4.5m Setback
- 0m - 3m Setback

Setbacks are designed to integrate a high quality pedestrian focused public realm along the faces of development blocks that emphasizes walkability and a pedestrian scale, provide views and access to the waterfront, and accentuate view corridors throughout the community. For each block face or portion thereof within the block plan, a setback range is established which will contain build-to lines for each block face close to the pedestrian realm. The proposed setbacks will help to reduce vehicular speeds and add to the character of Lakeview Village while also promoting walkability and alternative forms of mobility and transportation that reduces reliance on vehicular travel within the community.

The edges of blocks at Lakeview Village will incorporate generous sidewalks and front yard greenspaces for residential entrances, as well as a unified urban design vocabulary and plentiful space for public socialization and gathering. The character of the pedestrian-friendly streetscape will be urban and programmed for animation, recreation and all-season interest.